

The **National** *Falcon* News

The Monthly Magazine of The Falcon Club of America

November 2015



**1963 Falcon Sports Futura
Lonnie and Cathy Holton
Rockford, Michigan**

The National Falcon News

November 2015

COVER: Lonnie and Cathy Holton's 1963 Falcon Sports Futura

Lonnie's 1963 Ford Falcon Sports Futura was a gift from his parents that he has cherished since high school. His car was well known in the Alma, Michigan lineup of "cruising cars" in the 1960s.

His wife Cathy drives the car regularly and Lonnie gets to take it to car shows and cruises. Granddaughter Aubrie sure enjoys her rides with her granddad.

Lonnie left Alma to play college football and was drafted by an NFL team in 1970. Find out which team drafted him in his Falcon story on page 12.



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**WELCOME
NEW
MEMBERS**

16

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THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. *The National Falcon News* is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be sent to the Editor, Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Please mark "FCA" on outside of envelope. Email address: fca.editor@yahoo.com. No phone calls or faxes for Falcon Club business, please.

President's Message: Cliff McKay



Everyone please give the Mason Dixon and Tennessee Valley Chapters a big round of applause for putting on their fall regionals this year for our members' enjoyment. I would also like to commend the Gulf States Chapter for their continued support of Falcons attending the annual Crusin' the Coast event. I trust that all that were able to attend had a great time—as most all of the events had great weather and great turnouts too.

To those members who have never attended an FCA Regional or National Convention, I strongly encourage attending one and you'll soon discover just how much fun you will have at an FCA event.

Unfortunately, I did not get to all of these great regional events, but I did get to enjoy the Smoky Mountain Falcon Regional event this year. I rode along with Phil Nelson of the Wheat State Chapter in his 1963 Sprint Convertible to this event. Despite the rains, we had a great trip and survived our ride on the famous "Tail of the Dragon." Check out the photo on the back cover.

As I mentioned, another event of note was the Cruisin' the Coast 2015 that involved numerous FCA Falcon members and their Falcons again this year. I heard they also had a good showing, great weather, and lots of Ford fun.

I hope all of you have had some time to check out the Technical Articles that are available online at our FCA website—falconclub.com/pages/techtips.html. These articles are an excellent resource and the FCA is always looking for more contributing authors too. You can submit your articles through our technical advisor network. The current website password is FCAmemberIGS for members to gain access to these technical articles.

I want to again ask that each and every chapter member continues to search for local Falcons. Seek out those folks working on project Falcons and volunteer to assist them. Let them experience just what we are all about and get to know our friendly Falcon Club members. Hopefully we'll not only gain some new friends, but add some new members along the way as well.

I want to personally encourage all our members to attend next year's 2016 National Convention in Baraboo, Wisconsin. The event hotel is a very nice facility with a very large parking area for our show. Check out the 2016 Nationals website—2016FalconConvention.com. Take a look at what Wisconsin has to offer, especially the Dells regional area, ask questions, and even offer some suggestions if you like. I know the host chapters' guys and gals are already working hard to make it a good time for all who attend.

Speaking of Nationals, the 2017 National Convention details are still being developed; it will be hosted by one or more of our California chapters. Most likely, it will be held in central California, but that is not certain at this point. Details will be forthcoming as they become available.

Take care! Have a beautiful late fall season as you go crusin' in those fabulous Falcons. Oh, and by the way, don't eat too much turkey, stuffing, noodles, rolls and pumpkin pie for Thanksgiving!

—Cliff McKay (FCA #7987)
Peck, Kansas

- 'TIS - THE *Season* TO BE **THANKFUL** *Happy* **THANKSGIVING**

CALENDAR OF EVENTS

MAY 20– 21, 2016

**KCFCA 2016 REGIONAL
BETHEL, PENNSYLVANIA**

Hosted by Keystone Chapter.

JULY 14–16, 2016

**FALCON CLUB OF AMERICA
NATIONAL CONVENTION
BARABOO, WISCONSIN**

Hosted by Northland, Raptor, Lake Michigan FCA Chapters.

Ho-Chunk Hotel and Gaming Convention Center in Baraboo, Wisconsin. Visit 2016FalconConvention.com for updates. Use form in this issue to register.

**If you are hosting a Falcon event,
please send your event information
to fca.editor@yahoo.com.**

COVER PHOTOS and ARTICLES NEEDED!

Does your Falcon deserve to be featured on the cover of *The National Falcon News*? Send us a high resolution digital photos (300 dpi at 10 x 8 inches) and your car's story.

Do you have an article you think might interest other *TNFN* readers?

Send your photos and articles via email to fca.editor@yahoo.com, [dropbox.com/request/chupNTHE9yHTHR0SGXvj](https://www.dropbox.com/request/chupNTHE9yHTHR0SGXvj) or by mail on CD or DVD.

Mile Hi Chapter Members Receive VIP Tour



Above: the Mile Hi group poses with their Falcons. Left: Tour guide James Hagadorn talks about the exhibit. Right: Judy Scott's grandson Evan, watches as Rainer Hantschel (FCA #1636) turns the handle to close the rows of mobile shelving holding the stored fossils. They pack a lot of history into small spaces.



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ALL NEW WEB SITE

at Denver Museum of Nature and Science



On Saturday morning, June 6, six Falcons and approximately 24 people plus a few other unnamed cars pulled into the parking lot at the Denver Museum of Nature and Science. Mile Hi Club member James Hagadorn (FCA #12919) gave us a VIP behind-the-scenes tour. His enthusiasm was evident, and he was a first class guide.

We were able to go into an area and see many items that are not on public display. One large room was full of items from the Snowmastodon Project. In 2010 near Snowmass Village, Colorado, the museum launched its largest ever fossil excavation project which resulted in a huge discovery of thousands of Ice Age fossils. Our guide James even allowed us to hold one of the thigh bones that had been uncovered in the project.

We viewed a selection of gems and minerals in a small storage area. We were also able to look at and touch a meteorite that is 4.5 billion years old and learned about its origin, how its age was determined, and other facts about it.

"More than one member described the tour as awesome, and it was," a club member was quoted after the outing.

—Judy Scott

Mile-Hi Chapter's Jul_Aug 2015 Falcon Transmission

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HOW TO ADVERTISE IN THE NATIONAL FALCON NEWS

General Advertising Information

- When you submit your ad, please include your name, location and FCA number.
- Please limit your ad to 50 words. Ads may be edited.
- Ads will run for minimum of two months. After initial placement, ads must be resubmitted monthly.
- Ads with photo are \$20 and will run for minimum of two months.
- No phone calls or faxes are accepted for ads.
- Ads must be received by the 20th of the month, two months before publication month (i.e., July 20 for September issue).

Ad Content

To place a FALCONS FOR SALE ad, please include the following information:

- Vehicle description: year, model, body type, paint color, engine type, transmission, condition, special options, mileage
- What's unique about your vehicle?
- Asking price (**Examples:** \$8,500; \$3,600 OBO)
- Your name, email address and/or phone number (format: 913-555-5555)
- Contact hours for phone calls and time zone, if helpful
- Your two digit state code

Example: 1964 black Falcon Futura six cylinder automatic, runs great. Some rust on floor pans. Excellent glass and trim. \$6,000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

To place a PARTS FOR SALE ad, please include the following information:

- Description of item, asking price, and contact info as shown above

Example: 1963 six cylinder Falcon Futura rear end, \$150. 1962 three speed transmission, \$275. Joe Falcon, 555-555-5555 or 123falcon.com. MN.

Pricing And Payment

FCA members:

Two free ads per issue. Each ad must run in a different section of the Classifieds. (i.e., one in FALCONS FOR SALE; one in PARTS WANTED). Your Falcon number must be included to be eligible for your free ad.

- \$10 each for additional ads; add \$20 to include a photo

Non-FCA member ads are \$10 each plus an additional \$20 to add a photo. Ads follow the same guidelines as member ads. Payment must accompany the ad, with check payable to the Falcon Club of America.

Ads and photos may be sent to editor by email to fca.editor@yahoo.com and ads by mail, photos and payment for ads may be sent to:

Janet Wilkerson, Editor
22806 Bradford Ln. Ct.
Blue Springs, MO 64015.

Falcon Club of America is not responsible for errors. An error will be corrected in the next issue, as requested. The FCA reserves the right to refuse advertising from any person or business.

fca.editor@yahoo.com

Classified Advertising

FALCONS FOR SALE



1961 Falcon four door Deluxe Station Wagon with 170 six cylinder and three speed manual transmission. It has original tube type radio, heater, luggage rack, white wall tires, full wheel covers, and two-tone paint with a blue vinyl interior. The engine, transmission, brakes, and suspension have all been rebuilt. This car has no rust, was made in San Jose, California, and has spent its life in the local bay area. It is an excellent driver quality car. More photos can be e-mailed upon request. Asking \$8,800. Mike Matthews, 408-778-1971 or mdmattranch@gmail.com. CA.

1962 Falcon "Country Squire-like" Woody beach cruiser wagon, beige with new tan interior. It has a reconditioned six cylinder, column three speed, new clutch, brakes, floors, paint, tires, exhaust, weatherstripping, Retrosound speakers, and tons more. A really nice turn-key car ready for your local car show. \$4,800. For pics, Mark 850-585-9583. FL.

1963 Falcon Ranchero, white with red interior, 250 Chevrolet engine and three speed transmission. Original 260 V8, some rust, needs restoration, new brakes, \$1,400. Terry, 208-463-4579 or tjb2260@gmail.com. ID.





1963 one-of-a-kind Sprint Clone Retractable hardtop with matching trailer. This car has won several awards including Best in Show at the FCA Tulsa National Convention two years ago. A video can be seen on YouTube showing the car in action; type in 1963 Falcon retractable hardtop. Will consider a nice 1963 Sprint convertible for partial trade. \$85,000 OBO. Tim Sutherland at 316-655-0697 or e-mail tim@sutherlandbuildersinc.com. KS.



1964 Ford Ranchero, body style 66B. 260 CID V8 three speed manual transmission. Daily driver, runs great, needs some restoration. \$2,500. Rich Cline, 518-434-2334 or my64ranch@alo.com. NY.

1964 Falcon Futura convertible, red with red interior and black top. Paint, top, glass, chrome, and interior are in great shape. Six cylinder automatic, runs perfectly with no issues and no rust. Second owner in 51 years and 86,000 original miles; it's ready to go, \$12,900 OBO. Rosemary Lawrence, 586-294-2641 or rose2260@aol.com. MI.

1964 Falcon Ranchero, A-1, was a California Ranchero. NO RUST. V8 260, automatic, new tires, Guardsman Blue paint, brakes, interior and much more. My wife drives it about everyday. It's ready to go. \$16,500 OBRO. If interested, I can send pictures via computer. Leslie Combs, 816-390-6477, oldstation1933@hotmail.com. MO.



1964 Falcon Sprint, 302 motor, four speed, new interior, bench seat. I have buckets, and new tires. It has not been started this year, passed Colorado emissions test and needs a new home to finish project. I got old and lost desire to finish. Asking \$5,000. Contact hddude47@comcast.net. CO.

1965 Falcon Futura convertible, taken apart for restoration with correct 289 V8 four speed. It is 90% complete. Easy restoration. Many new parts. Complete 1965 Futura two door sedan parts car comes with it. Both cars, \$3500. Douglas, 575-478-2274 or 575-693-1908, canoenut46@hotmail.com. NM.

1965 Falcon Futura four door. It has a six cylinder with automatic. This car was built for fun to be used at the Tulsa and Kansas City Nationals. It is painted like a police car and has decals, working red light, siren, and a PA system (CB with speaker). Located in Wichita, KS. \$3,500 OBO. Tim Sutherland at 316-655-0697 or tim@sutherlandbuildersinc.com.

1965 Falcon Futura, Wimbledon White with red interior. One owner, excellent two door sedan with 200 CID, C4 transmission. Rebuilt engine with approximately 2,500 miles. Replaced radiator, carburetor, ignition coil, front springs, new gas tank, trunk mat, flooring, carpeting, new upholstery front bench seating—fabric/vinyl, \$9,000. Bill Smith 614 491-1868 or sonata02@copper.net. OH.

1965 Ranchero Project for Sale, C-Code, automatic. All the hard disassembly and cleaning work has been done. Media blasted and undercoated. It is all ready to go and ready to be put back together, your way. All parts except bench seat and windshield. Extensive disassembly photos. I'm losing my workspace. \$5,000 Alan, 208-473-0343. ID.



1965 Ford Ranchero Vintage NASCAR Road Race truck. 2005 Cosworth 358 NASCAR 700 hp engine, six speed transmission. Cosworth dry sump oil system. Nine inch rear end with 4:11 gears. Wilwood brakes. Race gauges. Box cover roll cage. Built by professional shop. Marty Bourassa, 406-728-0324, martyb@amerion.com. Missoula, MT.

1965 Falcon Sedan Delivery, \$4,000. 1965 Falcon Futura HT, \$1,200. 1965 Falcon Futura HT, \$600. 1968 Falcon two door sedan, \$500. 1965 Falcon two door hardtop, \$700. 1960 Comet two door V8, \$800. 1976 Ranchero GT, \$7,500. Call 636-228-4501 or email dbranson@mail.win.org. MO.



This rare 1965 Falcon Sedan Delivery has been completely restored, is show ready and has won many awards over the past two years. 289 CI with C-4 automatic transmission, both rebuilt

—Continued on page 8

Classified Advertising

—Continued from page 7

and run strong. New tires and wheels, paint, interior and lake side exhaust. Car originally from California, brought to Michigan in 2004, garage stored. Car is driven to car shows and cruises on a regular basis. \$25,000 invested. Price reduced to \$15,000. I would like to see this vehicle continue to bring pleasure to a Falcon lover. Time for a change and new challenge. Contact Ed, 989-289-2547 or eddebrns@gmail.com. MI.

FALCON WANTED

FALCON WANTED—1964 Falcon Futura or Sprint hardtop wanted for a project for an FCA member. Contact Jamie Davis, 310-430-6889 or jamie@rossandleonard.com. CA.

PARTS FOR SALE

I'm selling my extra 1964 and 1965 Falcon parts. Complete convertible top mechanism, complete V8, five bolt power steering front suspension, doors for two door hardtop, fenders, hoods, trunks, trim parts, dash, heaters, and MUCH MORE. I have a shed full and it all goes. \$2,250 for ALL. Bring a big trailer. Leslie Combs, Maryville, MO, 816-390-6477, oldstation1933@hotmail.com. MO.

1968 grille in good condition, \$85; 1968-69 taillight with trim ring, \$50; Photos available at ajmux@aol.com. Call Andy at 520-419-2376. AZ.

Parting out 1962 six cylinder Falcon Futura rear end, \$50; two speed automatic transmission, \$150; four 13" Futura wheel covers, \$10 ea; driveshaft, \$25. Ed Greene 401-741-1181, egreene40@yahoo.com. RI.

1962-65 Falcon parts including 1962 instrument panel with restored gauges, \$175. 1964-65 heater box with good blower and heater core, \$110. 1961 grille in fair shape, \$20. 1964 two

door hardtop hinges, set of four, \$25. Sun visors for 1964 hardtop, painted black, \$10. Complete heater box and plenum with fairly new blower motor and heater core, \$150 plus shipping. Other small parts. Steve 562-595-1876 or SteveWT324@aol.com in Long Beach, CA.

1960-1965 Falcon and Comet radios, good looking, tested and working, \$145-\$195 each; four lug 14" wheels, \$50 each, set of five for \$220; 14" wire hubcaps: #4 driver quality to #1 top condition \$175-\$550, set of four; 1960 grilles, driver quality to NOS, \$75-\$300; Dagenham four speed for parts, broken

two to three gears, but complete and spins freely, as well as bellhousing, shifter, rods, handle, \$100-\$450; NOS Dagenham shifter box, last one, \$395; T-10 four speed, complete, buildable, narrow pattern, \$495; with complete shifter and transmission mount, \$695, with pedals, four speed column, bellhousing, starter and clutch, \$1,195; NOS 1965 grille, headlight doors and emblem, \$1,965; 1964-65 NOS remote control mirror with matching NOS right side mirror, \$495. 1968-70 "Power By Ford" valve covers excellent used shape, \$75/pair.

—Continued on page 10





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Offer expires March 31, 2016. Order must total \$100.00 or more to receive this discount before shipping and handling is applied. Offer is not valid with any other coupons or offers. Please note that some items may require additional shipping charges. Order must ship within the continental U.S. to receive the discount. Some exclusions apply.

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Final Journey: Donald Snyder

Our good friend Donald E. Snyder, Sr. (FCA #8088) of Akron, Pennsylvania, 69, passed away on Saturday, July 18, 2015 at his home. He was born in Lebanon, Pennsylvania and was the

beloved husband of Connie, with whom he shared 50 years of marriage. He is survived by his wife, three children, seven grandchildren, one great-grandchild, two brothers, and a sister.

Don proudly served as a Pennsylvania State Police officer and as a detective with the Lancaster County District Attorney's office. He volunteered his time in countless organizations in the Akron, Pennsylvania

community and beyond. He had a special affinity for Children and Youth Services. A memorial service was held on July 23 with many Falcon Club members and their Falcons in attendance.

Donald and Connie's first Falcon was a round body station wagon that was used as their family car for several years. Later after retiring from the Pennsylvania State Police, he bought a black 1964 hardtop.

In 2001 he attended his first FCA National Convention with his beautiful Candy Apple Red 1968 Sports Coupe in Cromwell, Connecticut.

—Continued on page 15



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July 14-16, 2016 Splash Down In The Dells

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Classified Advertising

—Continued from page 8

1960-63 Comet dash clusters, nice condition, two to choose from, \$195 ea. Triple carburetor set-up for a Falcon "six" Offenhauser manifold and three 1940 model Holley carbs, \$395; All prices are plus shipping. Kellogg's Garage, lenkellogg@lpbroadband.net or call 970-593-1964. Visit us at kelloggsgarage.com. CO.

1965 289: four connecting rods, \$50; oil pan, \$35; gold valve covers, \$60; 2V intake, \$75; exhaust manifolds, \$200. 1968 302 4V intake manifold and carb spacer: cast #C8ZE-9425-A, date 8A31, \$300. New AFR 205cc aluminum heads, \$1,850. 1965 289 Hi Po aluminum water pump: cast #C5AE-8505D, \$400. Keith Litteken, 314-480-2556 or kslitteken@aol.com, MO.

All NOS Ford parts for sale. C502-13341-B turn signal switch, fits 1965 Falcon, 1965-66 Mustang with alternator, 1965 Fairlane, 1966-70 Bronco, \$65. C302-13341-B switch fits 1962-64 Fairlane, except V8 with four speed. 1963-64 Falcon, 1965 Mustang with generator, \$100. Auto-lite rear shocks, C4D2-18125-A is marked on boxes. Two pairs, fit Falcon or Mustang. 1963 Falcon Sprint air cleaner, decent chrome, \$250. Mustang 6000 rpm Rally Pak tach only, not tested, \$100. John Simone, 413-527-8502. MA.

I have several 1960-63 Ford Falcon body parts for sale. NOS 1962-63 LH fender, \$500; used 1962-63 RH fender, \$100; used

Visit Falconclub.com
for events and
technical articles.

To access the technical
articles at falconclub.com,
use password FCAMemberIGS.

1960-63 lower front valances, \$10 each. 1960-63 lower rear quarter patch panel RH, \$70; 1960-63 small lower quarter rear patch panel RH, \$35; 1960-61 front fender patch panels, \$20 pair. Used 1962-63 hood, \$60; used 1962-63 trunk, \$30. Contact Erik at 920-450-2777 or erik1463@yahoo.com. WI.

For Sale: Large 35 year collection of good used parts for 1960-69; hoods, \$75-\$110; doors, \$50-\$75; and chrome moldings, \$5-\$25. Many body and chassis parts, too numerous to mention. Some parts for 1963-65 Comets and Fairlanes. Complete Fiberglass front clip for 1960-61 Falcons, new, \$650 for race cars, held on with pins. Several project cars for sale including 1964-65 hardtops and convertibles, 1965 sedan delivery, and 1964 Ranchero. Entire collection, \$50,000. Bring at least two trailer trucks. J.L. Branson, 636-228-4501 or dbranson@mail.win.org. MO.

PARTS WANTED

1962-63 top fender emblems: I have four NOS right side, need to buy, sell, or trade for left side in NOS condition. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964. CO.

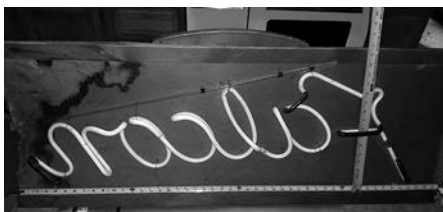
Driver's side quarter window for a 1968 Futura station wagon. Contact Andy at ajmux@aol.com or call 520-419-2376. AZ.

Self-regulating electric clock, C2DZ-15A000-A, in very good condition for my 1963 Falcon Sprint. Need clock, bracket and all the wiring. Email John at jlissandrello@msn.com. CA.

Wanted for 1963 Falcon: complete side mount shifter for manual three speed. Paul Baines, Colbert, WA. 509-995-8647 or wpb@comcast.net. WA.

Carburetors for FE engines: part number on air horn C8AF-AD, C8OF-AB and C8OF-AA. FE distributors: part numbers on housing C8AF-AD, C70F-G, C8OF-D, C8OF-F, C8OF-H. The parts must be in excellent condition either used or NOS. Keith Litteken, 11394 Revere Ln., St. Louis, MO. 63128-1416. 314-480-2556 or kslitteken@aol.com. MO.

MISCELLANEOUS FOR SALE



While helping move Gillespie Ford in San Antonio, Texas around 20-25 years ago, I discovered this Falcon neon sign. It was still in the crate and had not been used. I hooked it up a few years ago and it was working at that time. If you'd care to make an offer, please contact Michael Holbrook at mandj21@gvtc.com. TX.

All issues of *The National Falcon News*, April 1997 to present, minus only June/July 2000, April 2007 and January 2010. Like new condition, \$20 plus actual shipping to your zip. J. McAlister, hstforever@yahoo.com. AL.

Hubley Die Cast, 1960-63 Falcon Ranchero (Hubley Model 403). Made in Lancaster, Pennsylvania with "Made in USA" in casting. Excellent condition except paint. Six inches long, two inches wide and two inches tall. It even has a trailer hitch. Unique and rare, \$25. Gary, 770-639-3324. GA.

1965 Falcon Owner's Manual date stamped May 22, 1965, Ford Motor Co. Form No 7759.65. Excellent condition all 76 pages and cover, \$35. Very, very rare *Falcon Rallye Sprint Total Performance...from Ford Owner's Manual*. "Optional Competitive Event Components" lists over 100 part numbers for engine and chassis. Both Girling and Keley Hayes brakes, 27 gallon gas tank, 14 quart radiator, 289 engine specs showing 12:1 compression specs and more—11 pages in mint condition, \$150. Gary, 706-864-2720. GA.

Shop Manuals by Ford: 1960-63, \$34.95; 1964-68, \$49.95 ea; 1969-70, \$59.95 ea. 1963 Owners Manual, \$14.95. Part Interchange Manual 1960-65 or 1963-70, \$39.95 ea. Falcon 140 page Road Test book 1960-70, \$19.95. Hardcover Falcon history book, \$39.95. Alex Voss, 4850 37th Ave. So., Seattle, WA 98118, 206-721-3077, Alex@books4cars.com. WA.

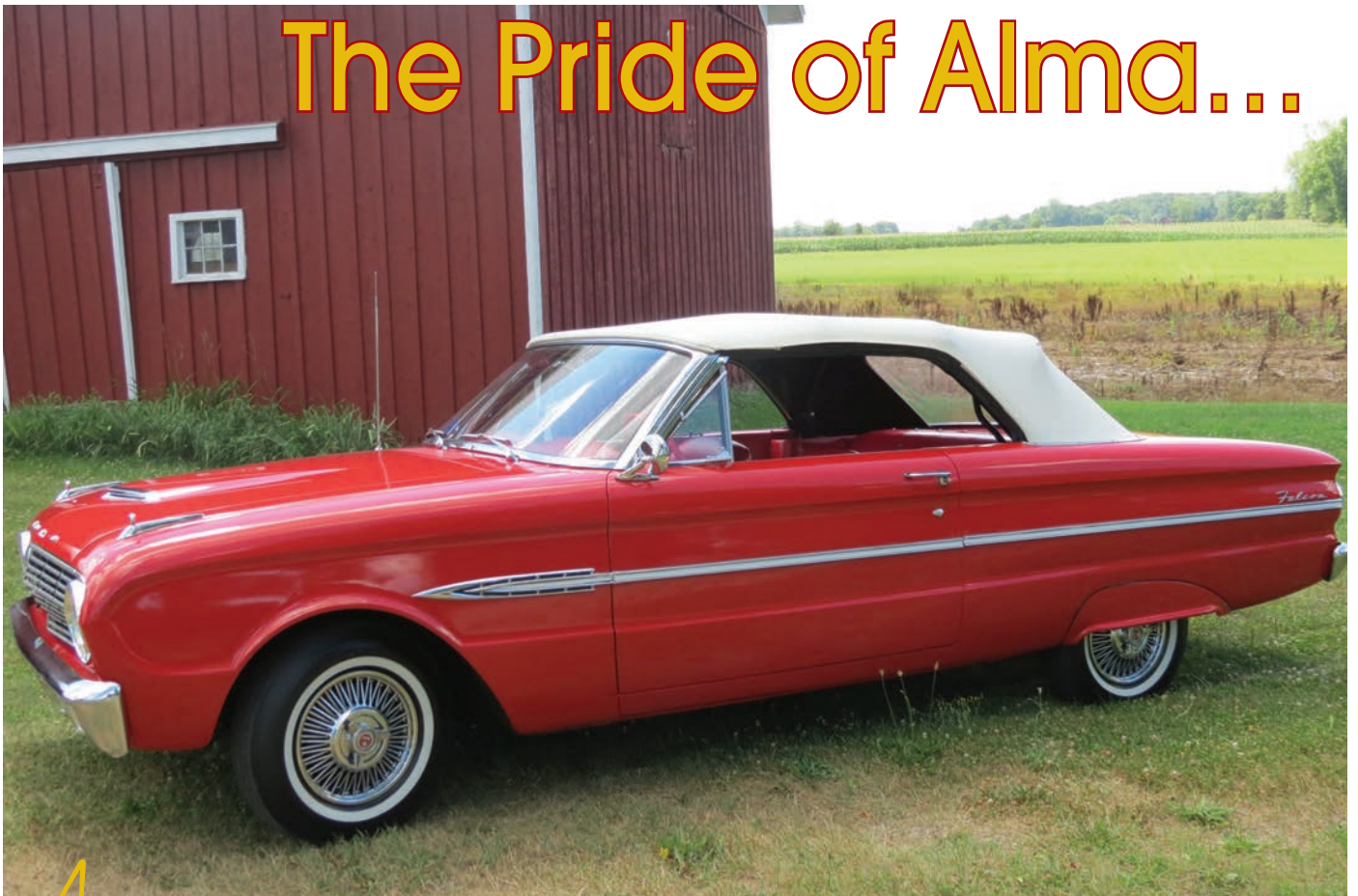
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The Pride of Alma...



Although I own this 1963 Falcon Sports Futura, my wife Cathy gets to drive it most of the time. Occasionally during the summer months, I take it to car shows and cruises. It currently has 59,673 miles on it.

The Falcon was purchased from the Fulton Ford dealership in Alma, Michigan in May 1963 by my parents Russell and Bertha Holton of Sumner, Michigan. My father, who passed away in 2002, told me that the car was ordered and owned for a few short weeks by the wife of the owner

of the Fulton Ford dealership in Alma, Michigan. The car was built and delivered to the dealership in April 1963. For whatever reason—I've heard it didn't have enough horsepower to suit her—Mrs. Fulton wasn't happy with the car. After driving it for several weeks, she traded it back to the dealership. My father had a relationship with the dealership having bought many new Ford and Mercury cars over the years. As a result, Mr. Fulton sold it to my father in May 1963 who then gave it to me. I'd just received my driver's



Class of 1965

AN AMERICAN SPORTS (FUTURA) STORY

By Lonnie Holton

license in March and was in my sophomore year of high school.

My father and mother surprised me by having the car parked in our garage when I arrived home from an Alma High School baseball practice. It was a gift of appreciation for my hard work on our family's farm.

I drove the car during my high school and college years but stored it during winters until 1972 at which time the car was put in storage and not driven again until 1986. At that time, I'd completed several body shop classes and I took on the challenge to restore the car for shows and cruises.

Last August I attended my Alma "Class of 1965 High School Reunion." My classmates were amazed to hear that I still have the Falcon. Many were familiar with my car from cruising the busy main streets of the city of Alma from those glorious 1963 to 1965 "American Graffiti" summers.

And yes, one last rather ironic note which may interest some Falcon lovers. I happened to have played college football at Northern Michigan University in



Granddaughter Aubrie loves her rides with Lonnie.

Marquette, Michigan from 1966 to 1969 and was fortunate enough to be drafted into the National Football League in January 1970. Of all the teams in the NFL at the time, guess who drafted me?

If you guessed the Atlanta **Falcons**, you were right. Go figure!

—Lonnie Holton (FCA #2530)
Rockford, Michigan



Six Cylinder Falcons Versus V8 Models

By **Voltaire Gomez**

The vast majority of Falcons manufactured between 1963 and 1965 were built with six cylinder engines. I often wondered if just changing the drive line—including the all important eight inch five lug rear end— along with the front spindles, springs and related parts to a five lug pattern could result in a V8 car. This was how the factory-built cars accommodated the 260 engines in 1963½, in early 1964 and then the 289 in late 1964 and 1965.

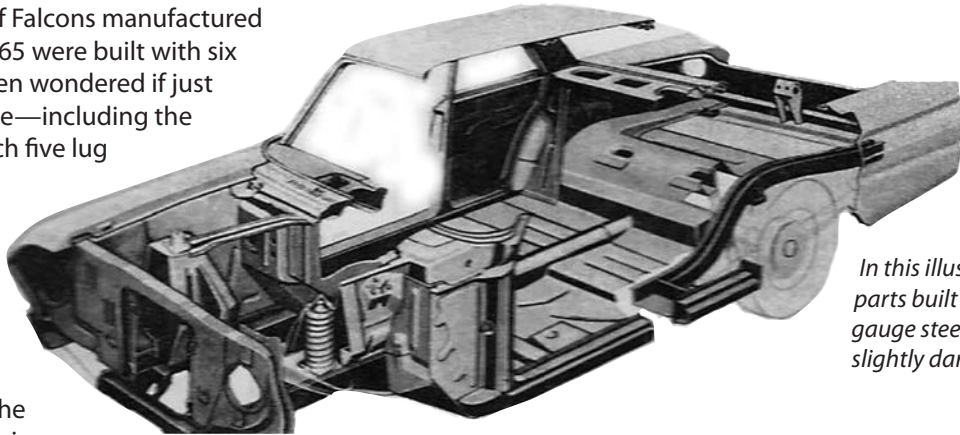
Each time I made the changes I thought would transform the six cylinder car to a V8, the body seemed to lack the strength and solidity of an original factory-made V8 Falcon.

My answer to this realization was made clear after reading an excerpt from a Ford article, wherein it is stated that “Bodies of...V8 equipped Falcons differ slightly in construction to permit component installation and to provide additional strength for the extra power and performance delivered by these [V8] engines. The rocker panels, front side rail extensions, front suspension supports, and front fender aprons are made of heavier gage steel to form a more rugged underbody. Also, Fairlane type torque boxes were added between the front side rails and rocker panels for added strength while permitting limited flexibility in the forward area to minimize noise transmittal to the passenger compartment.”

The next time you see an originally equipped six cylinder Falcon “converted to V8” status, bear in mind that no one can readily perform the many changes Ford made to the eight cylinder models to make them sturdier and to support the added power of a V8 engine. As a result, those originally equipped with V8 engines command a higher desirability status as well as a higher price.

Cars originally equipped with a V8 engine can easily be recognized by deciphering the VIN number of the car in question.

—Voltaire A. Gomez (FCA #6109)
Chula Vista, California



In this illustration, the body parts built in a heavier gauge steel are shown in a slightly darker color.

The author of this article is Voltaire A Gomez, a 71 year old resident of Chula Vista, California. He is the owner of several interesting and unique Falcons.

- 1963 Sprint hardtop, black with red bucket seats, 5.0 fuel injected engine and AOD transmission, four wheel disc brakes, BBS wheels, carbon fiber rear leaf springs, power rack and pinion steering with coil over shock Bilstein suspension, power windows, rare factory vinyl top.
- 1965 four speed Sprint hardtop, also black with red bucket seats.
- 1965 Sprint hardtop with 347 fuel injected stroker and five speed Tremec, also with a rare factory vinyl top and all tinted power windows, four wheel disc brakes and power rack and pinion.
- Rare black on black 1965 Sprint convertible with factory all-around tinted glass
- Lime green with black buckets 1969 Falcon Futura with every imaginable option—show car number 43 with its corresponding certificate issued by Ford—with only 20,000 miles
- Black with Palomino buckets, ultra rare Mexican Ford built 1967 Falcon GT. Only 100 were built, this one probably being the last one left, with less than 30,000 miles, equipped with a dealer installed 427 FE side oiler engine and five speed Tremec transmission and every possible option available in 1967.

Voltaire has been a member of the Falcon Club of America for many years with membership #6109.

Final Journey: Don Snyder

—Continued from page 9



He also owned a white 1966 four door sedan—previously owned by Carl Henderson— and a black 1963 hardtop.

Donald and Connie drove their '68 Sports Coupe all over the country to FCA National Conventions and FCA Regionals, many times clocking well over 2,000 miles a trip. Donald would comment about leaving his new car at home and trusting his 40 year old car with no air conditioning to go on vacation.

Their 1968 Sports Coupe took them sightseeing all over the country to places like the Gateway Arch, Branson, Missouri, Graceland, The Henry Ford Museum, Niagara Falls, Sturbridge Village, Mall of America, Pigeon Forge, and to three speedways—Lowes, Indianapolis and Dover. Some of these trips included travel times of eight to ten hours a day. As Donald would say, "We'd beat the crap out of these cars and they'd just keep going."

Donald will be missed by all of us in the Keystone Chapter. He served as President, Vice President and Regional Chairman. He was also the the FCA 1968 Tech Advisor and served on the Audit Committee at the FCA Nationals.

If you ever won a door prize, bought a T-Shirt or received a trophy plaque at a KCFCFA Regional, Donald probably had his hands in it somewhere along the line.

—Bruce Wolfe (FCA #949)
Grantville, Pennsylvania

THE 1961 FALCON— A LOOK INTO THE FUTURA

The 1961 Falcon was a largely unchanged follow-up to the 1960 model. With its revised grille and minor trim changes, the '61 Falcon emerged with a choice of two inline sixes—the standard 144 cubic inch six and an optional 170 cubic inch six "170 Special." This was achieved with a .44 inch longer stroke for its 101 horsepower. The

1961 Falcon was fitted with a snorkel-type air cleaner, a different design from the open element unit used in 1960 models.

Because of the competitive nature of the American compact marketplace in 1961, Ford developed and introduced the Falcon Futura two door sedan. Promotions at the time billed the Falcon Futura as the "compact cousin of the Thunderbird," but it was nothing of the sort. With bucket seats and plush appointments including carpeting, the Futura was a well-dressed alternative to the standard Falcon. Introduced midyear, the Futura sold quite well at 44,470 units sold priced at an affordable \$2,162.

The Falcon became a snappier dresser in 1961, with a new grille, Falcon logos, and more power under its hood. Ford promoted the Falcon's excellent fuel economy at 30 miles per gallon highway.

The Falcon two-door wagon has become a favorite with collectors largely because so few of them are left. Pictured below is a 1961 two-door wagon with dog-dish hubcaps. Interiors offered sedan-quiet space for six with wide, foam-padded seats in front and rear. Its second seat folded flat to give over 76 square feet of load space—over seven feet with tailgate up, almost nine feet when it was down for maximum cargo area. It was advertised as "truly a compact car, yet with all the room you need for carrying a boat, power mower, shrubs, lumber, etc."



Tudor Falcon Station Wagon originally sold for \$2,225.

Look what's new  since you last looked at Falcon



new Falcon Futura by Ford

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Here's a brand-new version of America's favorite compact... the new Falcon Futura. Notice—front seats are separate and custom-contoured. Color and trim schemes are exquisite originals, too. Drop-pile carpeting extends wall to wall. Arm rests for everyone add to the excitement. Personal effects ride in a sleek new console between the front seats. —There are two body styles to choose from: for extra power Falcon's snazzy 170 Special. And for genuine economy—the famous Falcon 144. With this engine and standard transmission a Falcon averaged 32.68 miles per gallon in this year's *Motors* Economy Run... the highest ever obtained by a 6- or 8-cylinder car in the 25-year history of the Run. The new Falcon Futura has all these features —yet it's priced way below* other luxury compacts. This is your personal car —we'll give it to you at your Ford Dealer's! —see us at the Big Show. *Based on a comparison of standard equipment and destination.



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The National Falcon News wishes a warm welcome to these 2015 new members. It's great having you as a part of the Falcon Club of America.



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Flocking Together

Falcon brotherhood is strong among Wied family.

Story and photo by Bob Tomaine.

Old Cars Weekly News & Marketplace / February 5, 2015. Reprinted with permission.

Jeff Wied is one of those people who think ahead and then look back years later to find that they were right. "I joined the Falcon Club of America when I was 12 years old," said Wied, whose 1968 Ford Falcon Futura is shown here. "It sounds silly. When I was in sixth grade in elementary school, reading through a car magazine, I saw the Falcon Club of America in that magazine and I said 'Dad, can I join?' He said 'I have no problem. I'll write a check. You give me the \$12.'"

Looking at the bigger picture, it's clear that several factors came together for him, and joining the club was based on more than a passing interest.

"I was a young kid and I liked cars," he said, "and my father, as I was growing up, had Falcons as everyday drivers. He didn't have one at the time (this one was purchased) and I kept saying 'I like Falcons, I like Falcons.'"

Ford goes small.

Wied and his father, Walter, weren't the only ones who liked them; Ford learned very quickly just how popular its first compact would be among the car-buying public. It had introduced the Falcon in October 1959 as a 1960 model.

With Mercury's version, the Comet, the Falcon joined Chevrolet's Corvair and Chrysler Corporation's Valiant against the foreign compacts that had been meeting with various degrees of success in the United States. The "Big Three" were effectively in what was for them uncharted territory, but they did have the experience of American Independents to ponder.

While far from the first American automaker to try the compact market, Nash was indeed the first to figure it out and in 1950, launched its Rambler. Kaiser then tried with its Henry J, as did Hudson with its Jet and Willys with its

Aero, but the next success was Studebaker's 1959 Lark. Philosophically, the original Rambler differed from the others by being what amounted to a Nash that happened to be small rather than a minimalist economy car, but with the exception of the Corvair, all were ordinary American cars in everything but size. Unlike some of their foreign counterparts, American compacts required no great learning curve. In the Falcon's case, the car was in some ways a reflection of its patron, Ford General Manager Robert McNamara.

He was practical and without frills, as was the car that would find more than 430,000 owners in its first year. For less than \$2,000, the buyer of a basic 1960 Falcon sedan bought a 144-cubic-inch six producing 85 hp, a manual three-speed and as was common at the time, neither radio nor heater. For about \$200 more, he could have had all of that on a wagon. It was a great package both for those who wanted affordable small cars and for Ford, which far outsold its competitors in the compact field. While Chevrolet sold 250,000 Corvairs in 1960 and Chrysler Corp. sold 194,000 Valiants, Ford Motor Co. was also able to tally 116,000 sales for the Comet on top of its 430,000 Falcon sales.

Falcon gets new feathers.

Ford lightly restyled the Falcon over the next two years and then in 1963 it added a convertible and two-door hardtop, gave it an optional V-8 and came up with a new high-end model, the Futura. All of that helped it go against the Corvair which, with its air-cooled rear engine, had been noticed by enthusiasts who saw its performance potential. For 1964, Ford treated the Falcon to a serious redesign. Its lines went from softly curved to crisply angular and the top engine climbed from the 260 V-8 to the 289, but if Falcon fans had hopes that their favorite car was destined for ever more performance, April 17, 1964, gave at least some of them reason to wonder. Ford introduced the Mustang that day and its tremendous success soon edged the Falcon to the side, but it wasn't over yet and a completely new Falcon appeared for 1966.

Other than a Falcon-badged Fairlane in 1970, the 1966 restyling would serve until the Falcon's end. Once again, the Falcon's lines were rounded in the 1966 restyle, although the overall shape was slightly boxy and the long-nose-short-deck proportions popularized by the Mustang were adapted with commendable results. The Futura was again at the top, where it would be when its first owner purchased Wied's Falcon. She obviously liked it and how Wied ended up with the car is complicated and slightly sad.

The short flight of a Falcon

"We purchased the car—my father and myself—in 1989," he explained. "The car only had 18,000 original miles on it in 1989 and it was a typical 'little old lady' car. One owner, a little old lady's car, my father knew of it since it was new. He

always said if they wanted to sell the car (he was interested) and unfortunately, the little old lady hit a parked car and her family took her driver's license away from her. When we purchased it, it had a smashed front fender."

A four-door sedan with an automatic, 200-cubic-inch six, power steering and an AM radio was almost as basic as possible, and given her 23-year connection to it, the right combination for the first owner. Wied replaced the damaged fender and while he converted the Falcon to power brakes, the rest is about what would be expected for a car with the Futura's history.

"The car has been repainted previously at some time," he said. "I don't know where or when. That was all prior to our purchasing it, but since we've owned it, the only thing that was ever done was the fender. Mechanical work over the years? When we bought it, it had two original tires on it, four original shocks and original belts on it. You just had to replace them because unfortunately, the 1968 parts weren't any good any more."

His father has those Falcons in his past and the Futura is a near-duplicate of one of them. It's long gone, but Wied remembers it and he hasn't been able to bring himself to let go of another Falcon that's been around for years.

"I had bought my first car, my first Falcon, in 1987," he said. "When I was 15 years old, I bought my first Falcon and it was a '64 Futura four-door sedan which I still have."

The car shown here has now covered more than 30,000 miles and from the time he and his father bought it, it's been mostly a hobby car. He'd just driven it to Das Awkscht Fescht in Macungie, Pennsylvania, from his home in nearby Green Lane and said that for Falcon owners in that part of the country, Das Awkscht Fescht is an important event. The Falcon Club's Keystone Chapter, he said, celebrated its 25 year anniversary in 2013 and got its start from conversations held at the show.

"This is where some of the founding members of the Keystone Chapter—before me because I didn't have a driver's license—came and met," Wied said. "This is where it all came about. The people signed letters of intent to form a chapter and this was their location. That's why every year here at Macungie, we have our election of officers."

Like most clubs, there's the social aspect and not every car in the chapter is perfect, but Wied made one point about its members that would probably have pleased the no-time-for-pretense Robert McNamara.

"We're preserving our part of automotive history with the Falcons," he said. "We accept daily drivers. We don't care if there's rust, we don't care if there are dents on them. We enjoy seeing them all. It's all just part of the Falcon family."

"I was a young kid and I liked cars and my father, as I was growing up, had Falcons as everyday drivers. He didn't have one at the time and I kept saying 'I like Falcons, I like Falcons.'"

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Pacific Region

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futura@sbcglobal.net

WEBSITE

falconclub.com

COMING IN DECEMBER:
2015 FCA National Convention recap, award
winning Falcons, memories of beautiful Rhode Island
and much, much more.

FCA Regularly Scheduled Chapter Meetings

**Alamo Chapter
San Antonio, TX**
2nd Sun. monthly
Pig Stand, 1508 Bdwy.
San Antonio, TX
210-626-2050

**Arizona Chapter
Phoenix, AZ**
2nd Sat. except June,
July, Aug. at Berge Ford
460 E. Auto Center Dr.
Mesa, AZ
480-888-0589

**Bluegrass Chapter
Louisville, KY**
2nd Sat. Mar., June,
Sept., Dec. 4:00 PM
Mark's Feed Store
10316 Dixie Hwy.
Valley Station, KY
502-290-8716

**Blue Ridge Chapter
South Carolina**
3rd Sun. monthly
Greer, SC
864-879-1060

**Capital City Chapter
Austin, TX**
3rd Sat. monthly, 4:00 PM
512-670-0544

**Carolinas Chapter
Charlotte, NC**
1st Mon. 7:00 PM
Holiday Inn Express
2491 Wonder Dr., Exit 60: I-85
Kannapolis, NC
704-736-1920

**Central California Falcons
Bakersfield, CA**
1st Tue. 7:00 PM
Rosemary's Creamery, F St.
661-587-5839

**Columbia River Chapter
Vancouver, WA**
1st Thurs. monthly
7:30 PM, Mar.–Nov.
Benny's Rod & Custom
Pizza Café
4219 NE St. Johns Rd.
Vancouver, WA
360-225-7403

**Early Falcon Car Club
of Victoria, Inc.
Australia**
1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

**Founder's Chapter
Arkansas**
2nd Sat. monthly
501-605-1370

**Gateway Chapter
St. Louis, MO**
4th Sun. monthly
636-677-4670

**Golden Gate Chapter
San Francisco, CA**
2nd Sat. odd months
408-293-5848

**Greater Ozarks Chapter
Springfield, MO**
2nd Sun. even months
Panera Bread
N. Kansas Expressway
Springfield MO. 2:00 PM
417-761-2677

**Hoosier Chapter
Indiana**
1st Sun. monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
317-418-8301

**Lone Star Chapter
Mt. Pleasant, TX**
3rd Sun. monthly
903-572-9593

**Metro Detroit Chapter
Detroit, MI**
1st Sun. bi-monthly
Holiday Inn Southgate
17201 Northline Road
Southgate, MI
313-382-2993

**Mid America Chapter
Kansas City**
1st Fri. monthly
816-537-9330

**Mile Hi Chapter
Denver, CO**
3rd Fri. monthly
303-857-9360

**Music City Chapter
Nashville, TN**
Monthly Meetings
Call for dates/locations
615-452-0321

**Northeast Chapter
New England**
3rd Sat. monthly
northeastchapter.com
401-823-1059

**Northland Chapter
Minneapolis, MN**
2nd Sun. odd months
952-334-1653
northland-falcons.com

**Raptor Chapter
Princeton, IL**
1st Sunday of each quarter
815-200-6348

**Rainier Chapter
Seattle, WA**
Bi-monthly Jan–Nov.
University Burgermaster
3040 NE 45th St. 7:00 PM
rainierfalcons.com
206-290-3093

**River City Chapter
Sacramento, CA.**
2nd. Sat. even months
12:00 PM
Round Table Pizza
1566 Howe Ave
Sacramento, CA
209-957-0974

**So-Cal Falcons
Pasadena, CA**
2nd Sat. bi-monthly
805-583-4403

**Sooner Falcons
Oklahoma City**
3rd Sat. monthly
405-820-4808

**Sonoma County
Santa Rosa, CA**
1st Thurs. monthly
707-539-2860
**Southeast Chapter
Georgia**
1st Sun. monthly
770-887-6268

**Space City Chapter
Houston, TX**
2nd Sat. monthly, 6:00 PM
Prince's Drive-In
I-45 & Fuqua
713-703-5110

**Star City Falcon Club
Roanoke, VA**
Monthly meetings
Call for date/location.
540-254-1515

**Tennessee Valley
Falcons Chapter
Cleveland, TN**
Monthly, April–November
Check newsletter or
contact president for
location, date and time.
423-716-5647

**Third Coast Chapter
Houston, TX**
3rd Sat. even months,
5:30 PM
Valley Ranch BBQ
22548 SH 249
at Spring Cypress
281-467-4607

**Virginia Falcons
Richmond, VA**
2nd Sun. of March, June,
September and December
757-646-3222

**Wheat State Chapter
Wichita, KS**
2nd Sat. even months
316-655-0697

**Wild West Falcons Chapter
Western Colorado**
Meetings quarterly
Call Ted for details.
970-314-2498

Photo by Killboy.com



That's President Cliff McKay (FCA #7987) behind the wheel and passenger Phillip Nelson (FCA #14354) doing "The Bird" wave in Phillip's '63. They were **cruising** the "Tail of the Dragon" at October's Smoky Mountain Regional in Townsend, Tennessee. Also braving the treacherous curves were Troy and Barb Witt (FCA #9986) in their '64 convertible and Joey and Lane McIntyre in their '63 Sprint convertible.

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